CRASH RATES

Highway safety is a primary concern to New Hampshire residents and to those who visit. To many, a primary indicator of safety is the number of crashes on the highways. The Crash Rate Map is a reflection of the number of locatable crashes reported by police, divided by the traffic volume along a particular section of highway. The Statewide crash rate for 2002 is 2.8 crashes per million vehicle miles of travel (MVMT).

In 1997, only 30% of all police reported crashes were locatable. Because of this low data accuracy, the New Hampshire Department of Transportation (NHDOT) began an initiative to improve the accuracy of crash locations. In cooperation with the New Hampshire Highway Safety Agency and the University of New Hampshire Technology Transfer Center, the NHDOT has purchased one laptop for each local community with a police department. Computerized maps of the state and crash reporting software have been distributed along with the laptops to facilitate collecting crash data and to improve its accuracy.

Since implementing these improvements to the crash location data, the total locatable crashes has risen from 30% in 1997 to a high of 60% in 2001. In 2002, locatable crashes were 57%, which although is slightly lower than 2001, is still far above the 1997 percentage. It appears that with the current improvements the locatable percentages have leveled off. More improvements to the crash location data are scheduled with the support of both the NHDOT and the New Hampshire Department of Safety (NHDOS). As these improvements are brought on line, the locatable crash percentage will increase over time.

The map ratings are an evaluation of a roadway's crash rate for only those crashes that are locatable. More accurate and complete crash location information allows a more reasonable comparison of a roadway's crash rate to the statewide average. Over time, such comparisons will become more valid as crash data location further improves. It is important to note that the map is just an indicator of possible safety concerns. Once a section is identified for further study, the selection must be studied more closely. Is the section of road a low traffic volume road with a minimal number of crashes? Were the reported crashes caused by vehicle, driver, or roadway factors? Further study of traffic volumes, historical data, and crash reports can help answer these questions.

With these qualifiers understood, the accompanying map indicates the following based on year 2002 Crash Information:

DESCRIPTION	MILEAGE	COLOR
Low Crash Rate	2853	Green
Moderate Crash Rate	280	Yellow
High Crash Rate	71	Red
Total	**3204**	

Crash Rate Map

New Hampshire DOT

Department of Transportation

Bureau of Transportation Planning

0 4 8 12 16 20 Miles

MAP BASED ON 2002 DATA

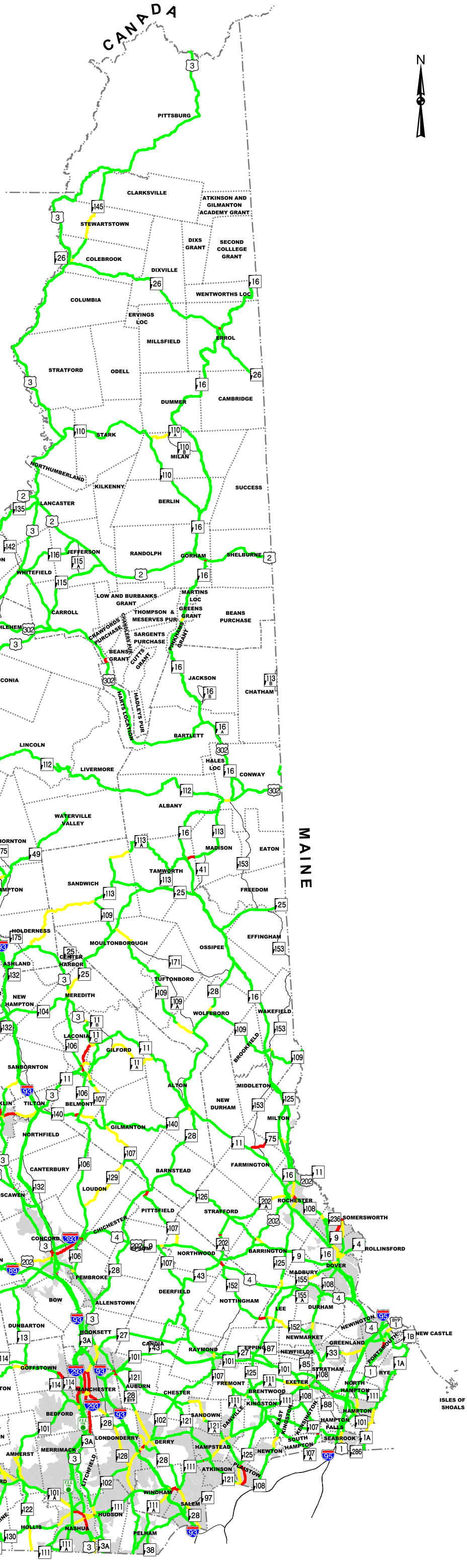
ACCIDENT RATES SHOWN ON THIS MAP WERE BASED ON ALL OF THE LOCATABLE ACCIDENTS REPORTED BY POLICE OFFICERS IN 2002. ACCIDENT RATES ARE BASED ON THE NUMBER OF ACCIDENTS AND TRAFFIC VOLUMES ALONG A LENGTH OF ROAD. THIS RATE INFORMATION CAN BE USED TO IDENTIFY AREAS OF CONCERN FOR FURTHER STUDY. ACCIDENT CAUSES, INCLUDING VEHICLE, HUMAN, AND ROADWAY FACTORS, WOULD NEED TO BE DETERMINED FOR THOSE AREAS OF CONCERN BEFORE ACCURATE DETERMINATIONS CAN BE MADE AS TO THE PROPER WAY TO IMPROVE SAFETY.

ACCIDENT RATES DO NOT WARRANT FURTHER INVESTIGATION AT THIS TIME 2853 MILES

ACCIDENT RATES ARE NOT EXTREMELY HIGH, BUT MAY WARRANT FURTHER INVESTIGATION OVER TIME 280 MILES

ACCIDENT RATES WARRANT FURTHER INVESTIGATION AT THIS TIME 71 MILES

URBAN AREAS (as defined by 2000 census)



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